

## § 113.27-1

## 46 CFR Ch. I (10-1-14 Edition)

is installed below the deck, it must be as near the deck as practicable.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28289, June 4, 1996]

### Subpart 113.27—Engineers' Assistance-Needed Alarm

#### § 113.27-1 Engineers' assistance-needed alarm.

Each self-propelled ocean, Great Lakes, or coastwise vessel must have a manually-operated engineers' assistance-needed alarm that is:

(a) Operated from:

(1) The engine control room, if the vessel has an engine control room; or

(2) The maneuvering platform, if the vessel has no engine control room;

(b) Audible in the engineers' accommodation spaces; and

(c) Powered from the general alarm power source.

### Subpart 113.30—Internal Communications

#### § 113.30-1 Applicability.

This subpart applies to each self-propelled vessel.

#### § 113.30-3 Means of communications.

(a) An emergency means of communication required by this subpart must—

(1) Be comprised of either fixed or portable equipment; and

(2) Provide common talking means of two-way voice communication and calling among the navigating bridge, emergency control stations, muster stations, embarkation stations, and other strategic positions listed in § 113.30-5.

(b) The means of communication and calling must be a reliable means of voice communication and must be independent of the vessel's electrical system.

[CGD 94-108, 61 FR 28289, June 4, 1996, as amended by USCG-2003-16630, 73 FR 65201, Oct. 31, 2008]

#### § 113.30-5 Requirements.

(a) *Communication.* Each vessel must have a means of communication among the following:

(1) Navigating bridge.

(2) Steering gear room, if outside the engineroom.

(3) Alternative steering station if outside of the steering gear room.

(4) Engine control room, if the vessel has an engine control room.

(5) Maneuvering platform, if the vessel has no engine control room.

(6) Control room, if the vessel is a mobile offshore drilling unit.

(7) The engineering officers' accommodations, if the vessel is an automated, self-propelled vessel under § 62.50-20(f) of this chapter.

(b) *Gyrocompass.* Each vessel that has a master gyrocompass that is not in or next to the navigating bridge must have a means of communication between the master gyrocompass and the navigating bridge repeater compass.

(c) *Radar.* Each vessel that has a radar plan position indicator that is not in or next to the navigating bridge must have a means of communication between the navigating bridge and the radar plan position indicator.

(d) *Emergency lockers.* If the emergency equipment lockers or spaces used by the emergency squad are not next to the navigating bridge or, on a mobile offshore drilling unit, next to the control room, there must be a means of communication between the navigating bridge or control room and the emergency equipment lockers or spaces.

(e) *Radio and radio direction finder.* Communication to the radio and radio direction finder must meet the following requirements:

(1) Each vessel that has a radio installation must have a means of communication between the radio room, the navigating bridge, or, if the vessel is a mobile offshore drilling unit, the control room, and any other place from which the vessel may be navigated under normal conditions, other than a place that is only for emergency functions, a place that is only for docking or maneuvering, or a place that is for navigating the vessel in close quarters. A location that has the apparatus that is necessary to steer the vessel, give engine orders, and control the whistle, is a place from which the vessel may be navigated.